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Pay Day. By C. HANFORD HENDERSON. Boston: Houghton Mifflin Co., 1911. 8vo, pp. vi+339. \$1.50 net.

This book is an exposition of the present position of education and industry, of their relation to each other, really and ideally, and of the author's plan for bringing about this ideal reconstruction. The purpose is to arouse a general recognition of the evils of industry for profit in order that some solution of present difficulties may result. The author outlines his own solutions, though he urges that the chief need is not the adoption of any particular method but the cure of the evils portrayed. He brings his indictment against the present industrial system, making it responsible for social maladjustment. Everything went well until "Industry-for-use" became "Industry-for-profit," and only by the elimination of profit can there be any real cure.

The first two-thirds of the book are given over to showing just what the destructive results of industry for profit have been. They include unconcern for the bodily integrity of the workers, because money gain is placed above the welfare of the individual; destruction of the workman's mental and spiritual outlook; exploitation of women and children. The case of the profit-taker is no better, for his spirit also has been warped by the false position into which he is forced through profit-taking. The purpose of education has become perverted; social classes have been created; the federal government has been corrupted—all because of industry for profit.

The latter part of the book gives the author's plan for a community where, through the elimination of profit, conditions of life have become ideal. He divides all profit according to its sources, into rent, interest, and dividends, and characterizes all three as "appropriated labor power." By consideration of the facts stated in the first part of the book he believes that the profit-taker will "come to this position, the repudiation of profit on his own account, as an unbearable evil." After reaching this position he will dispose of the sources of profit, rent, interest, and dividend, in his possession. The workingman can be rationally brought to this same point of view and then "refuse to allow his labor power to be appropriated." The practical method for bringing this about is "self-employment."

When the profit-taker had disposed of rent by dividing up the land among all "guests of the earth" so that each man would have enough for his own use and no more (though it is nowhere proven that there is enough to go around in this fashion, or that there would continue to be enough); then he would dispose of interest by making it unnecessary for anyone to borrow money. Children and old people would be provided for by state pension. All would render thirty years of service to the state after their education had been completed, for all production would be in the hands of the state. By a very few hours' work each day all the needs and comforts of the whole community would be provided for.

As already stated, the author does not show that there is enough land to provide for all as he plans. Neither does he show that production as he plans

it would actually provide for the whole population. Nor is there any proof given that after the scheme was well started there would not again arise those who would be dissatisfied with such an equality of all mankind and begin to look for means of advancing themselves beyond their fellows, thus raising again the whole question which the author attempts to settle. We suspect, moreover, that a more intimate study of economic history would show the author that some of these evils are not quite so recent as he seems to believe and that there were some evils of even "the good old days" which are now done away with. Reforms of this sort may require the enthusiastic idealism of our author if they are to be started, but they also require a sound basis in economics if they are to succeed.

Government Ownership of Railways. By ANTHONY VAN WAGENEN.
New York: Putnam, 1910. 8vo, pp. ix+256. \$1.25.

In view of a ubiquitous agitation nowadays for the popular control of public utilities, it is perhaps not overbold nor, indeed, improper for anyone to make a plea for the ownership of railways by the government. To make such a plea is the avowed object of this book. It is, however, a matter of regret that an otherwise suggestive and serious piece of work, such as this, is entirely robbed of its scientific as well as instructive value for the student of economics because of the extreme partisan spirit which marks its treatment. The author should have taken pains not to lay himself open to the charge of partisanship of which he accuses others (p. 176).

The burden of the argument rests, for the most part, upon the doubtful postulate *quid ubique, quid ab omnibus, creditur, credendum est*. The railways in most of the countries of the civilized world are owned and operated successfully by the government. If it has proved successful elsewhere, it must prove successful in this country. It is needless to point out the logical fallacy in such an argument which ignores differences in the character and extent of railways of this and other countries as well as differences in the conditions under which they operate. The chief reason, however, adduced by the author to show why the government should own and operate the railways is that the railways under private ownership have not been able to keep pace with the progress of the country (pp. 70 ff.). The railway service is poor under private ownership because profit is the guiding motive in the enterprise; service will improve under government ownership because, as we are a self-governing nation, whatever the government may do with the railways it will be with a view to public good (p. 34). The logical inference here is hard to see. At best it cannot be more than a presumption when it is not even proven that in those countries where government control obtains the railway service is superior to that in this country.

The author entertains no doubt as to the ability of the American public to operate the railways. The American people are unsurpassedly honest and